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CLASSIFICATION <b>CONFIDENTIAL</b>		25X1
COUNTRY <u>Jacchosioval</u>	REPORT NO.	
TOPIC <u>Airfield of ZATBC-North</u>		25X1X <u>FLD/66</u>
EVALUATION <u>25X1X</u>	PLACE OBTAINED	
DATE OF CONTENT <u>10 September 1949</u>		
DATE OBTAINED	25X1X	DATE PREPARED <u>13 October 1949</u>
REFERENCES		
PAGES <u>1</u>	ENCLOSURES (NO. & TYPE) <u>2 Blueprints</u>	
REMARKS		
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1. Only a non-serviceable four-engine <sup>commercial</sup> aircraft was observed at the ZATBC-North (N 51/F 10) airfield (see Annex). On the fuselage of the plane there was the US national marking and the inscription in blue "PANAMERICAN AIR LINES LN 432". The craft had in-line engines (some of the metal propellers had been removed), single rudder assembly, nose wheel, entrance door above the wing, and was painted gray. Presumably, it was a "Clipper".
2. The field has a circular taxiway and an 8-W concrete runway 5,300 feet long and 165 feet wide. The two hangars on the southeastern edge of the field were empty. Three or four soldiers wearing blue air force uniforms were seen near the hangars. The field was unguarded. It could not be determined if the intact quartering building on the southeastern edge of the field was occupied. Building materials were piled near the uncompleted hangar on the western edge of the field. Construction work was, however, not observed. Radio installations, spar track, or night landing facilities were not available.

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Comment: The data on the location and the condition of the field confirmed previous information. The field was repeatedly used for the testing of jet aircraft in 1948. An air unit was not observed there. The presence of a damaged aircraft of an American Air Lines Company was reported for the first time. It is unknown how and when the plane got there.

2 annexes: Airfield of ZATBC-North.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.  
Next Review Date: 2008

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